

Hongkong Daily Press.

ESTABLISHED 1857

ON SALE
THE
DIRECTORY & CHRONICLE
FOR 1911.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,666 號六十六百六十六萬壹第 日六初月八年三統宣 HONGKONG, WEDNESDAY, SEPTEMBER 27TH, 1911. 三拜禮 號七十二月九年一十百九千一英港香 PRICE, \$3 PER MONTH.

INTIMATIONS
BABY

GRANDS

BY

RACHELS,

PRICE \$850.

CASH

OR

EASY PAYMENTS.

S. MOUTRIE & CO.,

LIMITED,

SOLE AGENTS.

CHINA MUTUAL LIFE
INSURANCE CO., LD.,
HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.

J. A. WATTS, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NIEL, F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under Life
Insurance Companies' Acts, England.
Insurance in Force ... \$3,971,465.00
Assets ... 9,872,930.00
Income for Year ... 5,862,071.00
Total Security to Policyholders 9,520,050.00

LEFFERTS KNOX, Esq., Hongkong, Can-
ton, Macao, and the Philippines.
B. W. TAYLOR, Esq., District Secretary.
Alexandra Building.

C. LAWDER, Esq., Inspector Hongkong.
Advisory Board Hongkong.
Sir PAUL CHATEL, Kt., C.M.G.
T. F. BROUGH, Esq.
C. J. LAURENTZ, Esq.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 575 lbs. net

In Bags 250 lbs. net

SHEWAN, TOMES & CO.,
General Managers.

SINGON & CO.

IRON, Steel, Metal and Hardware Merchants,
Wholesale and Retail Ironmongers, Pig
Iron and Foundry Coke Importers, General
Storekeepers and Shipbuilders. Nos. 35 & 37,
Hing Loong Street (2nd St. west of Central
Market). Telephone No. 515.

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.
every 15 minutes.

SUNDAYS.
8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAYS.
Extra Car at 11.45 p.m.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.

JOHN D. HUMPHREYS & SON
General Managers.
Hongkong 16th June, 1911.

CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday
excepted).
CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M. (Extra trip Saturday, the
Sundays at 9 A.M. and 12.30 P.M. (30th Sept. at 7 P.M.))
MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.
Sundays at 7.30 A.M., 1 P.M. and 7 P.M.
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.
WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The S.S. "SUI TAI" leaving on SUNDAYS at 12.30 P.M., connects with the
Excursion Steamer returning from Macao at 7 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, Opposite Hongkong Hotel.

WO HING & CO.,
No. 17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS OF
HIGH-CLASS
SWATOW DRAWN WORK.

LATEST FASHIONS OF
CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION.
CHOICE ASSORTMENT OF
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.
INSPECTION SOLICITED. PRICES REASONABLE.
Hongkong, 12th April, 1911.

P. & O. Steam Navigation Co.

HOMEWARD-PASSENGER SEASON 1912.

S.S. "INDIA." (8,000 Tons.)
CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
DIRECT, WILL LEAVE HONGKONG ON MARCH 16TH, 1912,
CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND
GIBRALTAR, AND IS DUE TO ARRIVE AT—
MARSEILLES ... APRIL 13TH.
LONDON ... APRIL 20TH.

The Accommodation in this Vessel is at the
entire disposal of Passengers from the Far East.

FARES TO LONDON—
1st SALOON £71.10 SINGLE; £106.14 RETURN.
2ND " £48.8 " £72.12 "

For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

MITSUBISHI DOCKYARD AND ENGINE WORKS.

All A.B.C., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers and Electrical Engineers.
Manufacturers of Centrifugal Condensers, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI—Telegraphic Address: "DOCK" NAGASAKI

Length on Keel-Blocks. Breadth at Entrance on Keel-Blocks. Depth of Water on Keel-Blocks.
3 Dry Docks—No. 1 ... 510 ft. 77 ft. 26 ft.
No. 2 ... 350 ft. 53 ft. 24 ft.
No. 3 ... 714 ft. 88 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.

AT KOBE—Telegraphic Address: "WADADOCK" KOBE.

Floating Docks. No. 1. No. 2.
Lifting Power 7,000 Tons. 12,000 Tons.
Max. Length of Ship taken in 460 Feet. 580 Feet.
" Breadth " " 56 " 66 "
" Draft " " 22 " 26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Scaffolding, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

WEISMANN, LTD.

BAKERS.
CONFECTIONERS.
CATERERS.
RESTAURANTEURS.

14, DES VEAUX ROAD, CENTRAL.

THE YOKOHAMA DOCK CO. LTD.

Telegraphic Address—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkin's.

DRY DOCK DEPARTMENT—Telephone Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material
including tail shafts are kept in stock. Two powerful tow boats, floating derrick to
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT—
106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private
bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.
Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

KELLY & WALSH, LTD.

A LUXURY FOR SMOKERS.

GUIDES MADROLLE.

The ARDATH High-Class Smoking

SPECIAL MIXTURE 4lb tin

\$1.00.

The STATE EXPRESS MIXTURE 4lb

tin of Hand-filled Cartridges

\$1.25.

TRY THEM.

Pekin, et ses Environs ... \$2.50

Manteourie, Mongolie ... 1.25

Fleurs Jaunes, Chan-Tong, Chansi.

Honan ... 1.25

Nord-Est de la Chine ... 1.75

Chang-hai et la Vallée du Fleuve Bleu ... 2.50

Hanoi, et ses Environs ... 1.75

Corée ... 1.25

Toukine du Sud ... 6.00

China du Nord, Corée (complete) ... 7.50

Indo-Chine, Indes, Siam, &c. ... 10.05



KUPPER PILSENER BEER.

The Leading Beer in the Far East.

SOLE AGENTS.

CALDBECK, MACGREGOR & CO.,

CANTON KOWLOON RY.

TIME TABLE.

On and after 3rd October, 1911, until further notice.

DOWN TRAINS												UP TRAINS									
Previous Time-Tables cancelled.												UP TRAINS.									
STATIONS.	No. 1 Tgh.	No. 2 Tgh.	No. 3 Tgh.	No. 4 Joint Sectl.	No. 5 Joint Sectl.	No. 6 Joint Sectl.	No. 7 Joint Sectl.	No. 8 Joint Sectl.	No. 9 Joint Sectl.	No. 10 Joint Sectl.	No. 11 Joint Sectl.	STATIONS.	No. 12 Tgh.	No. 13 Tgh.	No. 14 Joint Sectl.	No. 15 Joint Sectl.	No. 16 Joint Sectl.	No. 17 Joint Sectl.	No. 18 Joint Sectl.	No. 19 Joint Sectl.	No. 20 Joint Sectl.
Canton	dep.	7.55	14.25			7.00	13.30					Kowloon	dep.	14.25	8.00	11.00					
Shek Pai	arr.			dep.				dep.				Hung Hom	arr.	14.27	8.02	11.04					
Che Pi	dep.	8.12	14.42			7.08	13.38					Yau Ma Tei	arr.	14.30	8.05	11.05					
Wu Chung	dep.	8.20	14.50			7.16	13.46					Siu Tin	dep.	14.30	8.04	11.04					
Nan Kong	arr.	8.30	15.00			7.24	13.54					Tai Po	dep.	14.31	8.26	11.26					
Sau Tung	dep.	8.38	15.08			7.32	14.02					Tai Po Market	arr.	14.34	8.29	11.29					
Tong Mei	arr.	8.44	15.14			7.40	14.10					Pan Yau	dep.	14.44	8.29	11.29					
Nga Yau	arr.	8.45	15.15			7.46	14.16					Shun Chai	arr.	14.56	8.29	11.29					
Siu Tung	dep.	8.56	15.26			7.52	14.22					Pan Yau	arr.	15.02	8.37	11.37					
Shek Ha	dep.	9.02	15.32			8.02	14.32					Shun Chai	dep.	15.10	8.45	11.45					
Shek Tai	arr.	9.09	15.40			8.08	14.38					Pan Yau	dep.	15.16	8.55	11.55					
Shek Lik	arr.	9.13	15.44			8.14	14.44					Pan Yau	arr.	15.20	8.57	11.57					
Shek Lung	arr.	9.21	15.52			8.20	14.50					Pan Yau	arr.	15.26	9.00	12.00					
Shek Lung	arr.	9.31	16.00			8.30	15.00					Pan Yau	arr.	15.32	9.03	12.03					
Sai Wu	dep.	9.38	16.17	7.38	13.38	8.38	15.10					Pan Yau	arr.	15.38	9.07	12.07					
Nam Shek	dep.	9.45	16.25	7.48	13.48	8.48	15.19					Pan Yau	arr.	15.44	9.10	12.10					
Wang Lik	arr.	9.55	16.35	7.58	13.58	8.58	15.28					Pan Yau	arr.	15.50	9.13	12.13					
Sheung Ping & Tai Tong	arr.			Xo. 9	8.10	9.10						Pan Yau	arr.	15.56	9.16	12.16					
Muk Lun	arr.			Xo. 10	8.12	9.12						Pan Yau	arr.	16.02	9.19	12.19					
Tai Tong	arr.	10.09	16.59			9.22						Pan Yau	arr.	16.08	9.22	12.22					
Cheung Mak	arr.	10.15	17.05			9.28						Pan Yau	arr.	16.14	9.25	12.25					
Tai Shek & Tai Tong	dep.	10.52	17.02			9.38						Pan Yau	arr.	16.20	9.28	12.28					
Lam Tung	dep.	10.53	17.19			9.40						Pan Yau	arr.	16.26	9.31	12.31					
Tong Tau	arr.	10.38				9.42						Pan Yau	arr.	16.32	9.34	12.34					
Shek Ku	arr.	10.45	17.24			9.47						Pan Yau	arr.	16.38	9.37	12.37					
Tin Tong Wal	dep.	10.56	17.41			9.51						Pan Yau	arr.	16.44	9.40	12.40					
Ping Wu	arr.		17.51	9.54								Pan Yau	arr.	16.50	9.43	12.43					
Li Lung	arr.	11.09	18.04	9.43								Pan Yau	arr.	16.56	9.46	12.46					
Pu Kot	arr.	11.18	18.05	9.54								Pan Yau	arr.	17.02	9.49	12.49					
Shun Chai	dep.	11.29	18.19	10.00								Pan Yau	arr.	17.08	9.52	12.52					
Fan Ling	dep.	11.38	18.30									Pan Yau	arr.	17.14	9.55	12.55					
Tai Po Market	arr.	11.47										Pan Yau	arr.	17.20	9.58	12.58					
Tai Po	arr.	11.53	18.51									Pan Yau	arr.	17.26	10.01	13.01					
Tai Po	arr.	12.03										Pan Yau	arr.	17.32	10.04	13.04					
Siu Tin	dep.	12.10	19.06									Pan Yau	arr.	17.38	10.07	13.07					
Yau Ma Tei	dep.	12.31	19.15									Pan Yau	arr.	17.44	10.10	13.10					
Hung Hom	arr.	13.35	18.30									Pan Yau	arr.	17.50	10.13	13.13					
Kowloon	arr.	12.30	19.25									Pan Yau	arr.	17.56	10.16	13.16					
Passenger for Shek Chun and Lam Tung section go by No. 1 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.									
Passenger for stations beyond Shek Tung and Lo Shan Chai go by No. 3 through.												Pass									

INTIMATION

A. S. WATSON
& CO., LTD.

ESTABLISHED 70 YEARS.

WINE & SPIRIT MERCHANTS.

CLARET.

	Per Case	Per Case
	1 doz. Qts.	2 doz. Pts.
ST. ESTEPHE	110.40	111.40
ST. JULIEN	12.40	13.40
LA-ROSE	15.40	16.40
CHATEAUHAUT BRION		
LARRIVET	21.40	22.40
CHATEAU MOUTON		
D'ARMAILHAC	25.40	26.40
CHATEAU PONTET		
CANET	28.00	
CHATEAU LA TOUR		
CARNET	33.00	
CHATEAU RAUZAN	47.00	
CHATEAU LAFITE	53.00	

The above Clarets, imported from the well-known firm of CHAS. RANCOURT ET FILS, ARE OF EXCEPTIONAL VALUE and Guaranteed to be genuine Chateau Wines of Fine Vintage.

Clarets from the celebrated Chateaux above mentioned are, too, well-known to connoisseurs to need further comment, and we can confidently recommend them as mature and in fine condition.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

(25)

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be received.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telephone Address: PRESS
Cable: A.B.C. 5th Ed. Lanes
P. O. Box, 24. Telephone No. 12.

BIRTH.

At Chester, on the 25th September, the wife of M. H. LOXAN, of a son. [1190]

DEATHS.

At Singapore, on September 16th, ALEXANDER MONTAGUE PERREAU, late Chief Clerk, Stamp Office, Treasury, aged 68 years.

At Rangoon, LOUIS PHILIPPE VAN CUYLENBERG, Advocate and Solicitor of the Supreme Court, Straits Settlements and F.M.S., aged 48.

The Daily Press.

HONGKONG, SEPTEMBER 27TH, 1911.

SOME years ago a distinguished Japanese educationist was invited to deliver a course of lectures on Education in Japan before a learned body of English educationists, the lectures being delivered, we believe, as a course in one of the colleges affiliated to London University. It was recorded at the time that the lecturer made it his chief duty to obtain a good translation of the Imperial Edict on Education, on which Japan's modern educational system is supposed to be founded. The introduction of Eastern ideas to the Western world which such a procedure implies was met at the time with some ridicule, perhaps not altogether deserved, if the Japanese lecturer meant the Imperial Edict simply to be taken as showing the spirit in which Japanese education is conducted. Certainly the Edict had and still has a great effect on Japanese education in inspiring both teachers and scholars to put forth their best efforts. But as the sanctity of the Japanese Imperial Throne cannot be expected to have the same force in Western countries,

the lecturer's anxiety to lay the Edict before English educationists as a practical guide shows an astonishing naïveté. However, if the Japanese lecturer showed a certain amount of simplicity, he was not alone, for the English authorities who sought to learn something from Japanese educational methods either possessed very short memories or imagined the Japanese a-race of alchemists able to turn any metal supplied to them at once into the purest gold. The fact is, of course, that the Japanese educational system is founded strictly on Western models—adapted to meet Eastern requirements, it is true, but then a scheme of education adapted to the East hardly seems suitable for re-introduction to the West. The inauguration of Japan's modern system of education was recently recounted in a Japanese magazine by one who held the post of Vice-Minister of Education for twenty-five years, and it forms an amusing commentary on Western ideas. In was in the year 1872 that the present system of education was determined on, but how to set about the work nobody knew. In the first place, there were no teachers trained in modern methods, so a Normal School had to be established, but even the conduct of such a school was unknown. Eventually an American graduate of a Normal College was engaged and students were sent to America to study methods of teaching. Even for reading-books resource was had to America, the American readers being literally rendered into Japanese. To-day foreign influences are still to be found in the readers used in the primary school, where among much that is purely Japanese are to be found many texts founded on English and German models. The purely Western origin of Japan's educational system is thus acknowledged by one of the leading Japanese educationists, and while it is true that much has been done to remodel and reform the Western system, whether these reforms have been altogether successful is doubtful even to the Japanese themselves. Many complaints have been heard lately as to the inefficiency of the education, more especially on the moral side. Curiously enough, this has been the side held up for Western admiration, more especially by those who claim that "ethical-teaching" should be imparted without reference to religious instruction. Here again the example breaks down, for in view of the failure of the ethical teaching in the schools, the Japanese Government is now endeavouring to revive the principles of Shinto, the ancient religion of Japan, which may be described as a form of ancestor-worship. For this purpose instructions have been issued for encouragement to be given to religious worship. The idea is that as Shinto indirectly teaches respect and loyalty to ancestors, it is of value in keeping alive that veneration for the Throne which the recent Anarchist plot was supposed to have indicated as decaying. This attempted revival of Shinto has created much opposition, but there is no doubt that the instructions of the authorities will be carried out—perhaps too well. The decay of the feudal system in Japan and the increasing gulf between the rich and the poor are perhaps mainly responsible for the alleged ethical decline. Japan is passing through a transition stage, where much that was good under the feudal regime is being lost sight of and nothing has yet come to take its place. Nor has Japan's educational system anything to teach the West on its other sides. Owing to the painfully difficult method of writing, most of the time in the primary schools is spent in learning to read and write, and as complaints have lately been made as to the backwardness of the boys and girls who have been through the primary schools in these necessary arts, more time will probably be given to them in the future. The same difficulty is experienced in the Middle and Higher Schools, where the student has to give so much attention to his own language that the acquirement of another is almost impossible until he has passed the age when command of foreign languages is most easily attained. It is not worthy that Japanese children in Hawaii, who have to attend American schools, are rapidly losing their native tongue, the difficulties of learning it through the system of writing being the chief cause. There is no doubt that the Japanese are very earnest students, with a deep love of learning, and that their ardour has been fostered by the Imperial Edict on Education. But the lack of competent teachers owing to the smallness of the salaries paid, and the many difficulties with which the scholars are confronted, render Japanese education still very defective.

The Hon. Treasurer of the Hongkong Benevolent Society acknowledges with thanks the donation of \$40, from "Charity."

At the Magistracy yesterday Mr. Hazland and a Chinese \$6, or 14 days' imprisonment, for being in possession of a quantity of opium.

The body of an unknown Chinese male, which was found floating in the water near the Harbour Office on Monday, was removed to the Mortuary.

The Typhoon Warning from the Maunabo Observatory received yesterday morning stated that the Typhoon was E of Luzon, less than 300 miles distant, moving W.N.W.

The Japanese Government has decided to dispatch H. I. H. Captain Prince Fushimi junior, a warship, and several naval and military officers to the Coronation of the King of Siam.

A Chinese boatwoman, who was found guilty of stealing a quantity of sandalwood from the s.s. *Rajah*, was sentenced by Mr. Hazland at the Magistracy yesterday to two months' imprisonment.

By a decree dated Aug. 19, the Vice-Consulate of France at Nanning will henceforth bear the title of Vice-Consulate at Long-chow and Nanning, with the principal residence of the holder of the post at Long-chow.

Goadinho, alias Almeida, the bath-attendant on the P. and O. liner *China*, who was accused of the murder of Stewardess Brewster between Colombo and Aden, has been found guilty at the Old Bailey and sentenced to death.

A marriage will shortly take place between Alexander Hamilton Harley, Principal of the Madrasah (Mohammedan College) in Calcutta, and Celis Lucilla Coughtrie, youngest daughter of Mr. J. B. Coughtrie, late of Hongkong.

The Philippines Government is now selling rice at wholesale rates to check speculation in the food of the people. The immediate result of this action on the part of the Government was a drop in the price from P.8.65 to P.8.10.

The proprietor of the Coronation Motor Garage presented an Indian chauffeur before Mr. Wood at the Magistracy yesterday for leaving his employment without notice. After hearing the evidence his Worship ordered the defendant to pay \$30 compensation.

Lieutenant M. B. Blackwood has been posted to the command of the river gunboat *Woodcock*, China Station. The new skipper of the *Woodcock* joined the naval service in September, 1898, and reached his present rank in September, 1904. He was lately in command of the destroyer *Janus* at Hongkong.

The police have been notified that someone stole from a passenger on the s.s. *Lightning* a camphor-wood box and a quantity of gold safety pins valued at \$11. Another theft is reported from 14, Salisbury Avenue, Kowloon, a resident having been relieved of a watch and chain and silver buttons which he values at \$70.

The return of visitors to the City Hall Library and Museum for the week ending the 24th September, 1911, shows that of non-Chinese there were 351 to the Library and 174 to the Museum and of Chinese 158 to the former and 2,995 to the latter. The Library was, therefore, used by 509 persons and the Museum by 2,469.

The four Chinese from Shaukiwan who were charged before Mr. Hazland at the Magistracy with assaulting an Indian constable were yesterday discharged, his Worship believing their story. They stated that the policeman bought tea-cakes worth of sugar and ten cents worth of eggs, and when he was asked for payment he said he would pay to-morrow. The assistant who served the constable not being agreeable to this, the policeman caught him by the queue and attempted to take him to the station. Then the fight occurred in which the policeman was injured.

Mrs. Parker, of 9, Wongsichong Road, was proceeded against on summons by a Chinese before Mr. Hazland at the Magistracy yesterday for keeping a ferocious dog—unmuzzled. The complainant informed his Worship that when the defendant took him to the basement of the house the dog bit him. Defendant said the dog was quite harmless, and had never bitten anyone before. She was not present when complainant was attacked, and the defendant had no right to be in the basement of the house. His Worship said he was satisfied that the dog was not ferocious, and dismissed the summons.

The annual meeting of Hongkong St. Andrew's Society was held in the City Hall yesterday. Mr. H. W. Robertson, in the absence of Mr. Murray Stewart, presided over a large attendance. The report and balance sheet were adopted. The Hon. Mr. C. H. Ross was elected President; Mr. D. Wood, Vice-President; Mr. A. V. Monk, hon. secretary; and Mr. G. M. Dargay, hon. treasurer. Messrs A. Forbes, R. M. Dyer, G. Armstrong, D. Macdonald and A. G. Gordon were elected, in addition to the office-bearers, as general committee. It was decided to celebrate St. Andrew's Day, 1911, with a ball as usual.

A new Japanese play named "The Mousme" by Mr. Robert Courtneidge was produced early in the present month at the Shaftesbury Theatre, London. There are twenty-seven characters in the cast, and among those filling the various rôles are Mr. Dan Rolat, Mr. George Elton, Mr. Eric Maturin, Mr. Nelson Koye, and Mr. Harry Wolman. The ladies include Miss Ada Blanche, Miss Florence Smithson, and Miss Cecily Courtneidge. There are three acts and three scenes—the first, "The Shrine at Tamura," the second, "The Tea-house of Sweet Content in Tokyo," and the third, "The Temple Grounds at Tamura."

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE FRENCH NAVAL
DISASTER.

LONDON, September 26th.

Reuter's correspondent at Toulon telegraphs that about 660 officers and men were on board the French warship *Liberte*, of which Captain Jaurès was in command.

Fire broke out before five o'clock in the morning. At first it did not appear serious, but, despite all efforts it gained ground and reached four ammunition holds which had not been flooded. At five o'clock the first explosion took place. A hundred men who were on deck sprang into the water. The men below, awakened by the explosion, endeavoured to follow their example, but were called to the stations. Two more explosions followed at brief intervals and the *Liberte* sank like a stone. All that reappeared on the surface was the iron hull surrounded by a tangled mass of spars and wreckage.

Boats put off from the shore, and vessels in port picked up some of the men who jumped overboard. Most of those, however, who remained on board had been hurled into the air by the explosions and were dead when they reached the water.

350 MEN MISSING.

LATER.

274 of the crew have answered to their names, of whom 40 are injured. 350 are missing.

So great was the explosion that 20 were killed, and 50 injured on the battleship *Democrat*.

There are a number of fatalities also on the battleships *Justice* and *Republique*. The latter was badly damaged and has been docked.

The *Liberte* sank in about forty feet of water and is only partially submerged.

Apparently there were five explosions on the *Liberte*, the last being 18 minutes after the first.

France is stunned by the appalling disaster.

The *Liberte* was commanded by Captain Jaurès, who is a brother of the Socialist leader. He was absent on leave.

ROYAL SYMPATHY.

LATER.

King George and the Rt. Hon. Mr. McKenna have sent messages of sympathy to France.

The Kaiser telegraphed to M. Fallières: "Words fail me to express my deep sympathy with France. The bereaved families have the consolation that the ill-fated crew died doing their duty to their country."

M. Fallières replied: "Deeply touched by the affecting terms of your telegram. Beg your Majesty to accept expression of heartfelt gratitude."

PROBABLE SURVIVORS.

LATER.

It is believed there are still some survivors inside the *Liberte*, and boring machines are endeavouring to make openings in the plating with a view to rescue.

It appears certain that the fire was due to decomposition of the powder, which was also responsible for the *Jena* disaster.

The officers ordered the magazines to be flooded, but the poisonous fumes cut off access to the sea escapes.

The men stood at the stations most courageously, and were leaving the ship under perfect discipline when the second explosion annihilated the majority.

FIRE ON ANOTHER FRENCH
WARSHIP.

A Toulon message states that a fire in the casemate of the flagship *Patrie* took place last night. Assistance was promptly rendered and the fire brought under control after slight damage had been done.

LATER.

A Toulon message states that the battleship *Republique* was so badly damaged by splinters from the *Liberte* that she had to be docked immediately.

The commander of the warship *Foudre*, which was two miles distant, was killed by the splinter of a shell.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

ITALY AND TURKEY.
STRAINED RELATIONS.

LONDON, September 26th.

The strictest censorship is being exercised in Italy, and news of Italian plans and doings only comes indirectly.

The Turkish newspapers are indignant and are using threatening language.

It seems generally to be assumed that having failed in an attempt to lease Tripoli from Turkey and the practical settlement of Moroccan difficulty having left the road clear by consolidating France's position in Morocco has provided Italy with ground for obtaining compensation. Italy is now taking some drastic action.

LATER.

Rome telegrams state that there is a strict censorship over all military news.

Demonstrators stoned troops leaving Biombino last night for Florence in the belief that they were bound for Tripoli. The troops fired, and 13 soldiers and five of the crowd were injured, one of the latter fatally.

EXODUS OF EUROPEANS FROM
TRIPOLI.

LATER.

A Malta telegram states that an Italian battleship and two cruisers have passed there on the way to Tripoli.

To-day's steamer brought 87 Europeans from Tripoli. There is a regular exodus in progress.

Several Italian vessels have been ordered by the Italian Government to quit Turkish ports for Italy without loading or discharging.

GERMANY AS PEACEMAKER.

LATER.

In official circles in Berlin it is stated that Germany is doing her best at Rome and Constantinople to effect a peaceful solution of the Tripoli question.

It is admitted that the position of Germany between her Italian ally and Turkish friend is a very delicate one.

She has advised the Porte to accede to the economic ambitions of Italy and the latter to abstain from provoking hostilities.

SITUATION GRAVE.

LATER.

Reuter's correspondent at Rome telegraphs that the steamer *Reina Margherita* sailed from Messina.

Constantinople telegrams state that diplomats take a grave view of the situation with regard to Tripoli.

Large sales of Turkish unified stock have caused a fall of four points.

The Grand Vizier has abandoned his holiday in Europe.

The departure of the new Governor of Tripoli has been postponed.

The Porte has circularised the Powers invoking them to restrain Italy from embarking upon hostile action towards Turkey.

SPANIARDS AND MOORS.

LONDON, September 26th.

The Spaniards lost 14 officers and 76 men in the fight last Thursday. The Moorish casualties numbered upwards of 300.

IRISH RAILWAY STRIKE.

LONDON, September 26th.

The Irish strike is practically confined to the Great Southern Railway, on which five thousand have struck. A grave situation has arisen at Cork, Limerick, Waterford and other places, where stations are guarded by troops. Half of the railway corps at Aldershot is in readiness to proceed to Dublin.

DIPLOMATIC CHANGES.

LONDON, September 26th.

It is officially announced that Sir Arthur Hardinge, British Minister at Brussels, and the Hon. Sir F. H. Villiers, British Minister at Lisbon, will change posts.

It is understood that this is due to the difficulty experienced by Sir F. Villiers, who had formed friendships with the monarchists of Portugal, being accredited to a republic.

ANOTHER AVIATOR KILLED.

LONDON, September 26th.

At New York an aviator named Clarke fell 200ft. and was killed.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

FUNERAL OF SIR ROBERT HART.

LONDON, September 26th.

The remains of Sir Robert Hart were interred in Bisham Churchyard, near Marlow.

The mourners included his son and son-in-law, the Chinese Minister and Commercial Attaché, Mr. H. E. Hobson (the senior Commissioner of Customs), Professor Bayley Balfour (Mr. Aglen's father-in-law), Sir Charles Dudgeon, Admiral Sir Edward Seymour and Sir Cyprian Bridge, Sir E. Kinahan, General Upperton, Mr. Moon (of the Chinese Emergency Committee), the Rev. J. Steele (of the Chinese Presbyterian Mission), and Sir E. G. Hillier.

The pall-bearers were Mr. Hobson, Sir N. J. Hannen (formerly H.B.M.'s Chief Judge and Consul-General at Shanghai), Mr. W. G. Lay, Mr. Clarke, Sir E. G. Hillier, and Mr. Rees (of the Chinese Customs service).

THE JOHNSON-WELLS FIGHT.

LONDON, September 26th.

Mr. Churchill, who is in attendance upon the King at Balmoral, has written a letter to the Rev. F. B. Meyer stating that he is giving close attention to the proposed Johnson-Wells fight. He will be glad to receive the memorial from prominent citizens protesting against the fight, but it will be unnecessary for the Rev. F. B. Meyer and the Bishop of London to make a pilgrimage to Balmoral to present it personally, as suggested by Mr. Meyer.

LATER.

Sporting Life is officially informed that Mr. Churchill after full enquiry and taking the best advice, has decided that what is contemplated is illegal, and unless the contest be voluntarily abandoned, steps will be immediately taken to prevent such illegality.

LATER.

Sporting Life is authoritatively informed that Mr. Churchill's decision does not amount to a judicial veto, but unless the match be abandoned the Home Office will apply for a summons with a view to getting the promoter, bound over not to cause a breach of the peace.

The promoter does not intend to abandon the fight, but will endeavour to show that the contest is not illegal.

Sporting Life adds that even if they were bound over and the match proceeds, no subsequent legal action can be taken unless the illegality of causing a breach of the peace occurs. The match thus resolves itself into a great test case.

LATER.

Sporting Life states that Johnson and Wells last night signed articles to box in accordance with the National Sporting Club Rules, so as to leave no doubt that the issue at stake is the right to box.

THE KIEFF ASSASSINATION.

LONDON, September 26th.

Bogroff, the assassin of M. Stolypin, was hanged at Kieff.

THE HOME RULE AGITATION.

ULSTER'S DETERMINED OPPOSITION.

LONDON, September 26th.

A Unionist conference was held at Belfast over which Lord Londonderry presided. It passed a resolution not to acknowledge Home Rule and to appoint a commission immediately to frame a provisional government for Ulster which would operate on the day of the passage of the Home Rule Bill.

FIRE ON AN EMIGRANT SHIP.

LONDON, September 26th.

The *Times* states that it has been arranged that the emigrants of the s.s. *Papuan*, which had 347 emigrants from West Australia on board and put into St. Helena a fortnight ago with her bunkers on fire, will be taken to their destination by the *Quana*, which will shortly sail from Liverpool at full speed for St. Helena.

SCULING.

LONDON, September 26th.

Arnst has declined the offer of £500 and expenses to scull on the Thames against Barry. He still demands £750 and expenses.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present: Hon. Mr. A. W. Brewin, C.M.G. (Registrar-General), Hon. Mr. E. A. Hewett, Colonel Bedford, Dr. G. H. L. Fitzwilliams, Dr. F. Clark (Medical Officer of Health), Dr. Hartley, and Mr. W. Bowen Rowlands (Secretary).

The President in a minute dated 21st September stated that all the stalls in Tsim Sha Tsui market had been put up for tender on that day with the exception of the meat stalls, which were put up on the following day. It was ascertained that there was little demand for large water fish shops, but that there was a large demand for fruit and vegetable stalls, all of which were let. The President recommended that certain fish shops be set apart for vegetables and fruit.

The recommendation was agreed to. The President read an application from a European firm represented by Mr. Howard asking that a poultry stall not taken up be let to them for a meat stall, half of which would be used as a sale-room for Europeans and the other half for cold storage. The President proposed that this stall should be set apart for the sale of meat for twelve months.

Hon. Mr. HEWETT seconded, and the motion was agreed to. The President read an application from a European firm represented by Mr. Howard asking that a poultry stall not taken up be let to them for a meat stall, half of which would be used as a sale-room for Europeans and the other half for cold storage. The President proposed that this stall should be set apart for the sale of meat for twelve months.

Hon. Mr. HEWETT seconded, and the motion was agreed to. The President read an application from a European firm represented by Mr. Howard asking that a poultry stall not taken up be let to them for a meat stall, half of which would be used as a sale-room for Europeans and the other half for cold storage. The President proposed that this stall should be set apart for the sale of meat for twelve months.

The Medical Officer of Health wrote that he saw no objection to the arrangement, but he considered the Public Works Department was under no obligation to continue to supply water from the mains just because they were so supplied when in Government occupation. He suggested that Messrs. Denison, Ram & Gibbs be informed that permission to retain the w.c.s. and urinals will only be granted on the provision of an independent and adequate water supply.

Dr. FITZWILLIAMS minuted—Agreed with the Medical Officer of Health, and subject to an independent water supply, think they should be allowed to re-arrange their water closets and urinals. Hon. Mr. HEWETT—The Government having rented buildings for public offices erected water closets and urinals for the use of their staff. The building being vacated, the w.c.s., etc., naturally remain as fixtures, but this does not imply that the presence of these fixtures gives the owner of the building the right possibly in perpetuity to a free supply of water from the Government mains. The building having now reverted to private use, the usual conditions should be enforced, namely, no fixed w.c.s. or urinals are to be permitted unless an adequate and independent water supply be provided.

Colonel BEDFORD—Can't they use the water if they pay for it?

The President—No, we can't afford it. Colonel BEDFORD—A man may have nine baths a day and use 90 gallons of water, yet you won't allow a water closet in the same building which would only use about six gallons.

Hon. Mr. HEWETT proposed that the application be granted subject to an independent supply of water being obtained.

Dr. FITZWILLIAMS seconded.

Colonel BEDFORD proposed that the occupants, who were hotel-keepers, be permitted to carry on the present system.

The amendment found no second, and the motion was carried.

THE WATER STREET WELL.

Correspondence was submitted relative to a well in Water Street.

The Government Analyst, after examining a sample of water from the well, was of opinion from the results obtained that the water was so tainted with impurities as to be unfit for potable purposes, and was likely to prove injurious to health.

The Medical Officer of Health recommended that the Board should order the closure of the well forthwith. It should be filled in with clean earth.

Hon. Mr. HEWETT minuted—The well should be closed. Is there a hydrant in the neighbourhood?

MORTALITY STATISTICS.

The mortality statistics for the month ended 31st August, based on a death rate per 1,000 per annum, showed a percentage of 18.6.

RAT RETURN.

For the week ended September 6th 1,796 rats were caught in Hongkong and Kowloon, but not one of this number was found to be plague infected.

DEATH OF POLICE INSPECTOR MACDONALD.

The sudden death of Inspector D. Macdonald, of the Hongkong Police, which occurred early yesterday morning, came as a painful surprise to his brother officers, and the news will be received with regret by his many friends in the Colony. On Monday evening Inspector Macdonald went out for his usual patrol, and appeared to be in his normal state of health. Early yesterday morning he burst a blood vessel, and died shortly afterwards from hemorrhage of the lungs.

Inspector Macdonald had been in the Hongkong Police Force for more than 25 years, having joined as a constable on November 12th 1885. Although a quiet and unassuming man, he was a capable and zealous officer, and his services were recognised by steady promotion. He was made a full sergeant in July, 1894, a third-class inspector in March, 1898. In the following year he was promoted to second-class, and on March 1st, 1900, he ranked as a first-class inspector. The deceased officer leaves a wife and two sons to mourn his loss.

The funeral, which took place yesterday, was largely attended by members of the force.

SUPREME COURT.

Tuesday, September 26th.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (ACTING CHIEF JUSTICE).

CHARGES AGAINST A BANKRUPT.

The hearing was continued of the charges against Ng Tsai Sau, who was indicted on 28 counts of committing offences against the Bankruptcy Ordinance and forgery.

The jury was as under: Messrs L. V. Langstein (foreman), H. Ram, O. P. Hechtel, G. Randor, H. Esserfall, J. Smirke and W. Taylor.

The Attorney-General (Hon. Mr. C. G. Alabaster), instructed by Mr. W. E. L. Shenton (of Messrs. Deacons, Looker & Deacons), prosecuted, and prisoner was defended by the Hon. Mr. H. E. Pollock, K.C., who was instructed by Mr. Lord Alameda Castro.

On the conclusion of the addresses to the jury and the summing up, the jury unanimously returned a verdict of not guilty on the first 22 counts and by 5 to 1 returned a verdict of not guilty on the last six. Prisoner was discharged. The Foreman said that the jury would be glad if his Lordship would make an order for compensation as the case had engaged them for four days.

His Lordship—I can exempt you for six months from jury service.

The Foreman said that at the previous hearing of the case a similar suggestion had been put forward, and the Chief Justice had said that as the jury had not arrived at a decision he could not consider the matter. It might be inferred from this that if the jury had arrived at a decision compensation for their services would be given.

His Lordship—I think the jury did not ask for compensation.

Mr. Alabaster said the jury made no application. He had made a suggestion to the Court meaning, of course, that the jurors be exempted from jury service. He did not think his Lordship had power to award pecuniary compensation.

Hon. Mr. Pollock—I think they are entitled to their expenses.

His Lordship—For coming here, rickshaw fares or tram fares? (Laughter.) I am willing to see what can be done, but I don't think I have any power to award monetary compensation. I will see the Registrar about it and he will let you know.

LOCAL SPORT.

QUEEN'S COLLEGE AQUATIC SPORTS.

The annual aquatic sports meeting of Queen's College was held at the V.R.C. yesterday afternoon, the bath being kindly placed at the disposal of the promoters. The weather was favourable and there was a large attendance of spectators. There were twelve events on the programme, most of which brought forth a goodly number of starters, and a spirit of friendly rivalry prevailed among the competitors during the afternoon. The meeting was a very successful one, and this success was largely due to the members of the energetic committee who engineered the sports. They were:—

President: Mr. E. Ralphs.

Judges: Messrs. B. Tanner, F. J. de Rome, Rev. H. Spink, Rev. H. R. Wells, Mr. R. E. O. Bird and Mr. B. James.

Starters: Messrs. H. L. O. Garrett and A. R. Ellis.

Time-keepers: Messrs. A. W. Grant and G. P. de Martin.

Referee: Mr. Frank Lammert.

Handicappers: Messrs. A. O. Brown and F. J. de Rome.

Working Committee: Messrs. A. O. Brown, F. M. Ellis, F. C. Roberts, J. W. Lee and Pau Shai Cheuk.

Results were as follows:—

TWO LENGTHS HANDICAP (for Chinese boys).

First heat—1, Sek Poon Sang; 2, Pau Shai Cheuk.

Second heat—1, Lo Man Hin; 2, Ip Kwan.

Final—1, Ip Kwan; 2, Pau Shai Cheuk.

Time—50 1/5secs.

ONE LENGTH (for beginners): 1, Ng Ming Kwong; 2, Lo Man Ho.

TWO LENGTHS HANDICAP (open).

First heat—1, M. Abbas; 2, G. Ah Lop.

Second heat—1, K. Taria; 2, F. C. Roberts.

Final—1, G. Ah Lop; 2, K. Taria.

FOUR LENGTHS CHAMPIONSHIP OF THE COLLEGE (to be won two years in succession).

1, J. W. Lee; 2, M. Abbas. Time—34 secs.

SWIMMING UNDER WATER: 1, F. E. Roberts; 2, Leung Wing Tai.

TRAM RACE (for the Queen's College Coronation Shield): 1, Queen's College.

DIVING FOR OBJECT: 1, M. Abbas, 8 plates; 2, Leung Wing Tai, 7 plates.

TEN LENGTHS: 1, J. W. Lee; 2, F. M. Ellis.

FOUR LENGTHS HANDICAP (for V.R.C. members): 1, A. R. Ellis; 2, F. M. Ellis.

The sports concluded with an exciting water polo match, some of the V.R.C. swimmers assisting the boys.

The prizes will be presented at Queen's College on Saturday morning.

The Japanese papers report a case of a sugar manufacturer charged with evading the sugar tax between August, 1906, and June, 1909, whereby the Government had been defrauded of a sum of Yen 10,322. The Revenue authorities had since collected this amount, but the manufacturer was prosecuted for evading payment of the tax. In the lower court the case was dismissed, but the appeal court has quashed this decision and ordered the defendant to pay a fine of Yen 51,414, or suffer a year's imprisonment.

CORRESPONDENCE.

THE MACAO BANK NOTE CASE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS".]

SIR,—The discussion of points of law in a daily newspaper is as a rule to be deprecated, but in this case it was you, Mr. Editor, who challenged such a discussion by your leader of the 19th instant, and in your issue of to-day Mr. Wilkinson, who has evidently been reading the *Hongkong Telegraph*, repeats the arguments of that worthy authority to prove that the learned Magistrate, who failed to agree with Mr. Wilkinson's view of the law, was wrong.

Incidentally Mr. Wilkinson repudiates his client's liability, as Agent for the Banco Nacional Ultramarino, to cash the notes of that Bank, evidently forgetting his client's evidence, in which he said that his "duties as agent were to collect Macao Notes brought to him and pay for them either in cheques or in Hongkong money."

Mr. Wilkinson couples his absolutely unjustified attack on the memory of the Magistrate with an equally unjustified slur on the honour of the fair sex in suggesting that a lady is not bound to do that which she has stated that she is prepared to do!

I might remind Mr. Wilkinson that the defendant had the last word, and that if the Magistrate's memory were so short as he suggests, the last words of the defendant's advocate would be more likely to remain than any other arguments.

Finally, Mr. Wilkinson opens his letter by a cheap gibe at me for believing in my client's case, which lays him open to the obvious retort that if he had believed in his client's case he would have appealed to the proper tribunal instead of inspiring *ex parte* newspaper articles.

Yours faithfully,

F. P. L. BOWLEY.

Sept. 25th.

SHIPPING NOTES.

The settlement of the question of shipyard wages on the basis of an advance of 5 per cent. on piece rates and 1s. per week on time rates, ensures peace in the British shipbuilding industry for another six months, says a recent London paper.

The work of floating the Indo-China, *Kutuo* ashore at Shanghai is proceeding apace. A dredger is at work dragging round the vessel, and in several days part of the bank will be blown away. Ways will be built under the vessel and an effort will be made to launch her in the near future.

A large section dredger named *Frankling*, built by the Schichau Works at Danzig for account of the Japanese Government, is to make the voyage to Korea under her own steam, in charge of a German crew of 20 men. The crew will return overland by the Trans-Siberian Railway.

The further attempts which have been made to refloat the *Empress of China* have not been attended with success, the salvage operators being unable to control the inflow of water in the after hold. Recent bad weather has not improved the prospects of salvage, and the ship is said to be sinking astern. According to the latest Japan papers the salvage firm is still hopeful of getting the ship off the rocks. They are now blasting the rocks, an operation which it is stated will take some time.

The Androssan Dry Dock and Shipbuilding Company (Limited), Androssan, are building for a Glasgow firm a coasting vessel of 142ft. length by 26ft. beam, and 10ft. 6in. draught, and the engine contract has been secured by Messrs. Douglas Primrose & Company, of Glasgow, for a four-cylinder Bolinders direct reversible engine of approximately 500 h.p., sufficient to give the vessel a sea speed of fully 34 knots. There are a number of interesting features in the vessel, one of the most important being the great increase in the carrying capacity. It fitted with steam machinery, she would carry 420 tons, but the saving in weight and space occupied by the oil engine increases this to approximately 480 tons. Another important feature is the reduction in the engine-room staff, while the general costs of running will be considerably less than in the case of steam machinery. Steam steering gear, steam capstans, and steam winches are being fitted, and these will get their power from a donkey boiler, fed with the same oil fuel as is used in the main engines.

A report on the eight tests used in the Mercantile Marine for the year 1910, which has just been published as a White Paper, states that during 1910 the total number of candidates examined was 7,502. Of these 7,393 candidates passed in form vision and 109 failed; one of the latter was re-examined and failed. 7,252 candidates were successful in the colour vision tests and 141 failed; 69 of the latter were re-examined on appeal, of whom 29 passed and 40 failed. No case of failure to pass the colour vision test has been reported. The number of officers (including skippers and second hands of fishing vessels) already in possession of certificates who, on coming up for examination in 1910, failed to pass the eight tests, was 20. Two of these holding certificates as first mate, one holding a certificate as mate (Home trade), two holding certificates as second mate, and one holding a certificate as second hand, failed in colour vision; four holding master's certificates, three holding certificates as first mate, three holding certificates as second mate, and one holding a certificate as skipper failed in form vision. It is mentioned that since November 1, 1900, fishermen, when presenting themselves for examination for certificates as skipper or second hand of fishing boats, have been required to pass the same eight tests as candidates for certificates as masters or mates in the Mercantile Marine. The whole question of the eight tests, the report adds, is now being carefully considered by a Departmental Committee appointed for the purpose.

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS".]

September 6th.

STRIKES AND DEAR FOOD.

The strike of the transport workers in England has fortunately come to an end, but whether definitely remains to be seen; the general opinion seems to be that fresh disturbances may break out at any moment. In the meantime the dry weather continues everywhere and the price of all articles of consumption keep advancing. This has led to serious food riots in the north of France and in Belgium, where the housewives exasperated by what they considered the exorbitant demands of farmers and market gardeners, began by boycotting the sellers in the market and eventually assailed their stands, either destroying the goods offered for sale or carrying them off at prices fixed by themselves. Of course, the mob did not neglect so favourable an opportunity for mischief; bakers and butchers' shops were stormed in several towns, making it necessary to call out the military, who in socialistic France acted with much greater promptitude and vigour than they were permitted to do in monarchical England.

In Saint Quentin, where the disturbances seem to have been worst, over 200 rioters are said to have been wounded, but it has evidently had a salutary effect, for although troubles continue to be reported from other places they are apparently of a milder character.

THE SUGAR MARKET.

The upward movement in the sugar market has made further progress, the weather remaining unfavourable for the development of the riots. According to the last weekly report of Mr. F. O. Licht, the great authority on the subject, fears are entertained that the parched and hard baked condition of the soil will render the digging up very laborious and cause damage to the ends of the beets. The average weight including the leaves is stated to be 397.5 grammes against 888.7 last year, and without 214.1 against 376.4; on the other hand, there is a slight increase in the percentage of saccharine matter, say, 15.96, against 14.54. The total stocks of raw sugar in all the markets is set down as 1,381,000 tons against 1,608,000 tons.

Coffee, too, maintains its rising tendency, whilst all farm and agricultural products, as already stated, are advancing in price. Even cereals, which so far had remained pretty stationary in value, have lately, in sympathy with the other articles of food, shown greater activity, in fact the markets have been quite excited on several occasions. All this may benefit landowners and farmers, but it tends to curtail the purchasing power of the people in general, as dear food is less able to be spent on clothing, &c., and thus the manufacturing interests suffer, more particularly the textile industries, and this all the more as the export demand is no longer as lively as it was some time ago. In spite thereof the better inquiry reported from Liverpool, where since the cessation of the strikes spinners have been buying more freely, consumers in this country are still holding back, the recent drop in price of the raw material not having improved their spinning margin materially, and buyers of yarns not showing much inclination to operate in the fond belief that the growing American crop will prove an unusually large one and lead to a lower range of values. Whether their hopes will be realised is becoming doubtful, a considerable deterioration in the condition of the crop in the States being generally admitted, although the estimate of the Agricultural Bureau in Washington published on the first inst. of 73.2 per cent. against 89.3 at the end of July finds little credence. Further developments are anxiously awaited, stocks of cotton at the mills everywhere being almost nil, as proved beyond doubt, so far as Lancashire is concerned, by the fact that a great number of them had to shut down, when a fortnight ago the railway strike prevented their receiving fresh supplies from the Liverpool market.

THE STOCK MARKETS.

The stock markets have lately been dull and drooping, partly owing to political apprehensions, but perhaps more so to dear food and the greater attraction offered to the public by the advancing tendency of the produce exchanges. It is to be hoped that the political fears may soon subside and that a revival of trade may shortly be witnessed, for, after all, there seems to be no reason for taking a gloomy view of the future.

THE BIRTH-RATE OF HAMBURG.

According to the report of the Statistical Bureau of the State of Hamburg for the year 1910 the number of marriages in the town amounted to 8,578, or 545 more than in 1909, the rate per thousand inhabitants being 8.6 against 8.3 in the previous year, which is slightly below the average of the last ten years, which reached 8.7. 3,999 births were reported (including 768 stillborn) while altogether 14,764 deaths have been registered, leaving a surplus of births over deaths of 9,235, or 351 less than the year before. The birth-rate of 24 per thousand is the lowest on record since reliable statistics have been kept, being 1.2 below that of 1909 and 3.2 below that of the ten previous years. The death-rate, however, is also the lowest recorded, being 14 per thousand or 4 less than in 1909 and 1.7 less than the average of the last ten years.

The number of new arrivals in the town amounted to 168,543 and that of departures to 137,467, but the latter figure cannot be accepted as quite correct, a certain proportion of people leaving the city omitting as a rule to notify the fact to the authorities. The surplus of newcomers over departures should therefore not be put at more than 25,000.

NOTES AND NEWS.

THE HEIGHT OF ENJOYMENT.

There's joy in the smile of an artless child.

There's joy in a maiden's eye. There's joy in the spring when the song birds sing. There's joy in the lover's sigh. But such joys all pass, and easily fade to compare with the joyous thrill of the woman who knows that her newest clothes give her rivals a nervous chill.

PRESERVE OF MIND.

While working on the Magadi railway construction in British East Africa, Mr. de Vries was suddenly charged by a lion. Having no time to aim and fire, Mr. de Vries, as the lion rushed at him, rammed the barrel of his rifle down the animal's throat, and then, pulling the trigger, killed the lion.

MOTOR CARS HUMILIATED.

The Geneva newspapers, quoting from the local sheets of the canton of Grisons, report an amusing incident consequent on the recent floods in the Tyrol. Nearly two hundred motor cars were held up on their way back to Gormay by broken down bridges and culverts and damaged roads, and their owners applied to the authorities of Grisons for leave to cross its territory, in which all motor traffic is forbidden. The council, after deliberation, consented to allow the detested vehicles within their borders, but only on condition that they should be drawn by horses, and that the inhabitants should not be annoyed by smoke and heating of horns. Compelled to submit to these humiliating terms the motorists were dragged in inglorious procession through the inhospitable canton of Grisons.

A QUAIN LANDLORD.

The greatest character among hotel landlords in all England, as the *Mail* describes Harry Jones, the host of the King's Arms Hotel, Malmsbury, Wilts., has died suddenly. He was known throughout the West of England, and people would come long distances to see him. He was the last of the old-time landlords; a quaint figure in most eccentric costume. His dress always consisted of a bright green frock coat with gold buttons, blue trousers doubled three times at the bottom, a yellow waistcoat, a blue and white bow tie, and a beaver hat tall, old gold in colour. Upon a birthday or any other anniversary, he would write to the King and Queen or other member of the Royal Family offering his congratulations, and the many letters he had back in acknowledgment were framed and hung around his bar parlour. The old man had three boasts, of which he was very proud, that he had:

Never been treated in his own bar.

Never touched whisky.

Never seen a billiard table.

CLOCK MADE FROM SCRAP-IRON.

A Coronation memorial was dedicated at the parish church of Woolton, Liverpool, near Marlborough, Wiltshire, recently, and the memorial is a remarkable proof of the ingenuity of the villagers. There were not sufficient funds to pay for a public clock such as was designed by the people of the village, but Mr. Spratt, who began life on a farm, and who is self-taught, offered to make a clock free of charge if he could get some one to do the heavier work, and if the villagers would bring him the old iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was soon the scene of a collection of heterogeneous articles—parts of agricultural machinery, bicycles, perambulators, bedsteads, fire-irons, brass weights, and other odds and ends. Two great wheels of the clock were taken from disused separators, while the hammer, which strikes the hours on the largest bell of a peal of iron, long steel, and brass available in the village, with which to make the more delicate parts. The villagers entered into the spirit of the project with zest, and Mr. Spratt's cottage was

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C. SEATTLE &
PORTLAND (Or.).

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS.

Steamers	Tons	Captain	To Sail on or About
KUMERIC	11,000	G. B. McGILL	10th October.
LUCERIO	11,000	J. Mathie	25th October.
HERCULES	7,000	R. Wilhelmsen	10th November.

To be followed by other Steamers of the Company at regular intervals. Callings at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points. For Rates of Freight and Passage, apply to—

TELEPHONE No. 780.

THE BANK LINE, LIMITED.
KING'S BUILDING, PRINCE CENTRAL.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong: 30th September.
From Colombo: 17th October.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE. Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE Ports transshipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

From Hongkong: Frequent Sailings.
From Calcutta: End September.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNERIO" ... 3,000 tons ... to be despatched End December.
S.S. "KATANGA" ... 5,600 tons ... to Follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

Hongkong, 28th August, 1911.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

STEAMERS	Tons	SAILING DATES
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	27,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 25th Nov., at 1 P.M.
KOREA	18,000	FRIDAY, 16th Dec., at 1 P.M.
SIBERIA	18,000	FRIDAY, 12th Jan., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 27th Jan., at 1 P.M.

All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of Passengers and are Equipped with Wireless Telegraphy.

THE P.M.S.S. "MONGOLIA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU on SATURDAY, 30th September, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application To European Points; Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia, Consular Officials of the Governments of China and Japan, Military, Diplomatic and Manila to Officials of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M.
CHINA 10,200 Tons FRIDAY, 17th Nov., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU on FRIDAY, 20th Oct., at 1 P.M.

On the Fine Mail Steamers, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON Via Canadian Atlantic Ports, £43.
HONGKONG TO SAN FRANCISCO Via New York " " " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies; King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAVA	First half of Oct.
TJIMANOEK	JAVA	Second half of Sept.	JAPAN	First half of Oct.
TJIPANAS	SHANGHAI	First half of Oct.	JAVA	First half of Oct.
TJILIWONG	JAVA	First half of Oct.	JAPAN	First half of Oct.
TJITARQEM	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIKINI	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJILATJAP	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor.
Hongkong, 22nd September, 1911.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 10th Oct. 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 20th Oct. 4 P.M.

For Freight or Passage, apply to
HONGKONG 23rd September, 1911.

SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI "CANTON" About 17th October.
For Freight and Further Particulars, apply to
TELEPHONE NO. 171.

OLOF WILK & CO., CHINA AGENCIES, AKTIEBOLAG,
YORK BUILDINGS TOP FLOOR.

THOS. COOK & SON.
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East:— 16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD, YOKOHAMA: 32, WATSE STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
FOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
CHIEF OFFICE:—LUDGATE CIRCUS LONDON, E.C.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.E.K. str. *Tenyo Maru* sailed from Kobe on the 26th inst., and is due to arrive at this port on or about the 3rd prox.

The P.M.S.S. str. *Persia* sailed from San Francisco on the 13th instant en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 11th prox.

The P.M.S.S. str. *Korea* sailed from San Francisco on the 19th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at this port on the 20th prox.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Prins Waldemar* left Sydney on the 23rd instant, at 11 a.m., and may be expected here on or about the 16th prox.

THE ENGLISH MAIL.
The P. & O. str. *Delhi* left Singapore for this port on the 22nd instant, at 5 p.m., with the outward English Mail, and is due here to-day at about 6 a.m.

THE GERMAN MAIL.
The I.G.M. str. *Prins Eitel Friedrich*, carrying the German Mail with dates from Berlin of the 6th inst., left Cologne on the 23rd inst. p.m., and may be expected here on or about the 4th prox.

THE INDIAN MAIL.
The Indo-China str. *Lansing* from Calcutta and the Straits left Singapore for Hongkong on the 22nd instant, and is due here to-morrow morning.

MERCHANT STEAMERS.
The P. & O. S. N. Co's str. *Candia* left Singapore for this port on the 21st instant, at noon, and is due here to-day at about 6 a.m.

The O.S.K. str. *Chicago Maru* from Tacoma left Manila for this port on the 25th inst., and is due here to-day p.m.

The N.Y.K. str. *Kaga Maru* (European Line) left Singapore for this port on the 21st inst., and is expected here to-day.

The T.K.K. str. *Buyo Maru* sailed from Moji for Hongkong on the 23rd inst., and is due to arrive here on or about the 29th inst.

The N.Y.K. str. *Tamba Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 22nd instant, and is expected here on the 1st prox.

The N.Y.K. str. *Toei Maru* (Bombay Line) left Bombay for this port via ports on the 22nd inst., and is expected here on the 10th prox.

The T.K.K. str. *Hongkong Maru* sailed from Calcutta on the 25th instant, and is expected to arrive at this port on or about the 27th Nov.

Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

"THE HONGKONG DAILY PRESS" PRINTING WORKS
turn out the Best Printing at Reasonable Price

For Demand Drafts on London on the day of proceeding the departure of the English Mail; also Table of the Yearly Approximate Averages for 36 years

FROM 1874 TO 1909.
Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers

ON SALE.
A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

For Demand Drafts on London on the day of proceeding the departure of the English Mail; also Table of the Yearly Approximate Averages for 36 years

FROM 1874 TO 1909.
Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers

ON SALE.
A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

For Demand Drafts on London on the day of proceeding the departure of the English Mail; also Table of the Yearly Approximate Averages for 36 years

FROM 1874 TO 1909.
Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers

ON SALE.
A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

For Demand Drafts on London on the day of proceeding the departure of the English Mail; also Table of the Yearly Approximate Averages for 36 years

FUTURE OF FLYING.

AUTOMATIC STABILITY OF AEROPLANES.

The most striking feature of the discussion on flying, for which the mathematical and engineering sections of the British Association joined forces on the 4th inst., was the attack made upon the notion of automatic stability. At the present time a great many designers of aeroplanes are working at this problem. It is generally regarded as the next great line of advance in the construction of flying machines. Yet both Professor Petavel and Sir William White denied the idea.

No subject, said Mr. Borlase, the opener of the discussion, was of greater interest to the public than flying. So far the art had progressed by reason of the daring of airmen and the enterprise of aeroplane builders. Now it ought to attract minds which should bring in the aid of science to increase the safety and the efficiency of flying machines. Dr. W. N. Shaw, the well-known meteorologist, discussed the difficulties which he thought could only be overcome by greater speed. This, however, would not get over the trouble of "holes in the air," into which aeroplanes fall every now and then, with results greatly disconcerting to their pilots. Meteorology was trying to discover what these holes in the air were. They might be due to variations in the velocity of wind.

AEROPLANES AS LARGE AS LINERS.
Professor Petavel, just returned from a month's flying on stationary plain, threw doubt upon the possibility of obtaining automatic stability, and even said he did not think it was necessary or desirable. The aeroplane was stable, and the bicycle unstable, but almost all riders preferred the latter. Any mechanism worked by wind for ensuring automatic stability would probably be dangerous in other ways.

With this view Sir William White agreed. He said he felt an instinctive distrust of automatic appliances. In his opinion there was nothing like human power, directed by a strong will and careful observations. As to the general question, "What could science do for aviation?" Sir William White said that flying problems must be attacked as they had been—experimentally. The help the mathematician could give was in analysing the results obtained by experiment.

Professor Troughton looked forward to the day when aeroplanes could be as big as Atlantic liners, and could afford to disregard the small holes in the air that had been mentioned.

KAISER AND AMERICA.

INTERESTING SPEECH.

A statue of General Steuben, a Prussian officer who rendered good services to the Americans in the War of Independence, was unveiled at Potsdam on the 2nd inst. in the presence of the Emperor William. The monument is a replica of the one erected at Washington and was presented to his Majesty by the United States as a return for the gift of a statue of Frederick the Great. Two members of Congress came over to fulfil the dedication, and one of them, Mr. Bartholdi, delivered a short address, in the course of which he said: "We live in a time of international understanding which has ripened to the conviction that peaceable development is more important than all grounds of dispute between nations. German's forty years of peace afford America a guarantee that only a stimulus is needed to transform the existing intellectual understanding into a political fact. May this day be the historical landmark of such a happy development."

In returning thanks the Emperor said: "The words in which you have given elegant expression to the significance of the monument and of to-day's ceremony find a lively echo in the German Empire. You have rightly referred to the blood relationship and uninterrupted friendship which unite, and must ever more closely unite, the German and American nations."

In a telegram, the Emperor thanked Mr. Taffel for the "beautiful present, which is so gratifying a testimony of the friendship between the German and American nations." Afterwards the Emperor received the retiring United States Ambassador, Dr. Hill, in a farewell audience. Reuters' Correspondent at Potsdam reported that in the course of his speech at the unveiling of the Steuben statue Mr. Bartholdi, in one passage, said: "The Steuben monument in Washington, of which the Potsdam statue is a copy, was intended as a visible recognition of his merits, and the glorious share of Germans in general, in the great liberation from England movement."

MRS. BESANT AND THE
THEOSOPHICAL SOCIETY.

NEW HEADQUARTERS IN LONDON.

Mrs. Annie Besant, President of the Theosophical Society and Vice-President and Grand Master of the "Supreme Council of Universal Co-Masonry," recently performed the ceremony of laying the foundation-stone of the new headquarters near Tavistock-square, W.C. A lease of 200 years has been taken of a building site on the Bedford estate. An imposing building is to be erected from designs by the well-known architect, Mr. E. L. Lutyens. It is estimated to cost at least £40,000, and Mrs. Besant is asking the members of the Society to raise a fund of £50,000 for the purpose.

The stone-laying ceremony was performed with full "Masonic" honours. A temporary "Masonic" Lodge was first opened, and the brethren then formed in procession and, wearing their regalia and headed by sword-bearers, officials, Knights of the Rose Croix, and others of the Order bearing standards and lodge banners, marched round the plot of land. The Fellow of the Society then laid the stone, making the procession distinctly imposing one. Mrs. Besant delivered a brief address, in the course of which she said that the scheme for providing headquarters was practically assured of success. The necessary business preliminaries had progressed with gratifying results, and she was already possessed of £11,000 as the result of two days' collecting. They had met together to start the building in that mighty city of a temple which should stand for human brotherhood without respect of race or creed or class or colour, and they hoped to labour there for very many happy years to come.

A hymn of praise was then sung, and the stone having been formally laid, the hymn "Hail Eternal" by Whose aid "the proceedings terminated with the singing of the Society's version of the National Anthem.

WEATHER REPORT.

On the 26th at 12.05 p.m.—The barometer has fallen moderately in the Philippines and also over N. China.

The fall over the former area is due to a typhoon which, at present, is situated to the East of Luzon. It is moving towards W.N.W. or N.W.

A depression is shown also, over N. China. The returns from Japan are lacking, but probably pressure remains high over that area. The wind will freshen considerably from N. and N.E. over the N.E. part of the China Sea during the next 24 hours.

Hongkong rainfall for the 24 hours ending at 10 a.m., to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.
Hongkong & Neighbourhood
Fornosa Channel N.E. winds, fresh, inconsiderably.

South coast of China between Hongkong and Lamooks Same as No. 1.

South coast of China between Hongkong and Hainan Same as No. 1.

N.E. winds, moderate; fine.

CHINA COAST METEOROLOGICAL REGISTER.

September 25th—At A.M.

Station	Hour	Barometer	Temperature	Humidity	Wind	Force	Weather
Vietnam	7 a.	30.01	64	96	ENE	1	o
Namur	6 a.	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Kobe	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Karlsruhe	—	—	—	—	—	—	—
Oshima	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Ishijima	—	—	—	—	—	—	—
Bonin Is.	—	—	—	—	—	—	—
Chifu	6 a.	—	—	—	—	—	—
Waltail	9 a.	29.95	71	100	SSW	6	or
Hankow	6 a.	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Shanghai	9 a.	30.02	81	74	ENE	2	o
Changhai	—	—	—	—	—	—	—
Sharp Peak	—	—	—	—	—	—	—
Amoy	6 a.	29.97	85	67	ENE	1	o
Swatow	—	—	—	—	—	—	—
Taihu	5 a.	29.90	71	91	NE	1	o
Taiwan	—	—	—	—	—	—	—
Koehan	—	—	—	—	—	—	—
Pescadore	—	—	—	—	—	—	—
Caicao	9 a.	—	—	—	—	—	—
Hongkong	10 a.	29.95	84	68	E	2	o
Gap Peak	—	—	—	—	—	—	—
Gap Peak	—	—	—	—	—	—	—
Wachow	—	—	—	—	—	—	—
Hothow	9 a.	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phu Lien	8 a.	29.97	77	—	NW	2	o
Taiwan	—	—	—	—	—	—	—
C. St. James	—	—	—	—	—	—	—
Amoy	6 a.	29.75	81	—	NE	1	o
Manila	10 a.	29.64	77	—	N	0	o
Leirapi	6 a.	29.67	73	—	W	2	o
Bicol	9 a.	—	—	—	—	—	—
Iloilo	—	—	—	—	—	—	—
Cebu	—	—	—	—	—	—	—
Labuan	—	—	—	—	—	—	—

F. G. Frac, Director.
Hongkong Observatory, September 25th, 1911.

1. BAROMETER, reduced to 32 degrees Fahrenheit from the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, by the aid of a detached cloud, of drizzling rain, fog, gloom, hail, lightning, or overcast, passing showers, or equally, rain, snow, thunder, visibility, wind (wet) or rain in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 25th.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI Capt. H. S. Bradshaw	5 P.M. 27th Sept.	Freight and Passage.
	DEVANHA Capt. H. Powell	About 13th Oct.	Freight and Passage.
SHANGHAI MOJI KOBE and YOKOHAMA	CANDIA Capt. W. R. Hickey	About 28th Sept.	Freight only.
	MALTA Capt. G. M. Montford, R.N.R.	About 5th Oct.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAYE Capt. G. W. Cockman, R.N.R.	Noon 30th Sept.	See Special Advertisement
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SUNDA Capt. H. G. Evans, R.N.R.	10 A.M. 4th Oct.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th September, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CHEFOO and TIENTSIN	KUEICHOV	On 27th Sept., 4 P.M.
SWATOW and SHANGHAI	SHAOHSING	On 27th Sept., 4 P.M.
HOIHOW and HAIPHONG	SINGAN	On 28th Sept., Daylight.
SAIGON	HANGCHOW	On 28th Sept., Noon.
SHANGHAI	CHINHUA	On 28th Sept., 4 P.M.
SHANGHAI	CHIHUI	On 30th Sept., 2 P.M.
MANILA, CEBU and LOLOLO	KAIFONG	On 3rd Oct., 4 P.M.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.	S.S. "LINAN" and S.S. "SANUL"	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Saloons. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN," with excellent accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 27th September, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"HANGSANG"	Wed. day, 27th Sept., Noon.
SANDAKAN	"CHUSANG"	Wed. day, 27th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Thursday, 28th Sept., Noon.
SINGAPORE, SAMARANG, & PAUSANG	"PAUSANG"	Saturday, 30th Sept., Noon.
MANILA	"YUENSANG"	Saturday, 30th Sept., 2 P.M.
SHANGHAI	"KWONGSANG"	Sunday, 1st Oct., Daylight.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Thursday, 5th Oct., Noon.
SHANGHAI	"CHOYSANG"	Thursday, 5th Oct., Noon.
MANILA	"LOONGSANG"	Saturday, 7th Oct., 2 P.M.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yaghtse Ports, Tsingtan, Weihaiwei, Chafso Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 27th September, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 29th Sept., at 1 P.M.
"HAITAN"	Capt. J. S. Rosch	TUESDAY, 3rd Oct., at 1 P.M.
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 6th Oct., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 27th September, 1911.

HAMBURG-AMERIKA-LINIE

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO.

to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. BAYERN	6th Oct.
S.S. ARCADIA	18th Oct.
S.S. SLAVONIA	3rd Nov.
S.S. SCANDIA	16th Nov.
S.S. SPEZIA	2nd Dec.

For Further Particulars, apply to—

HOMEWARD.

For HAYRE, BREMEN & HAMBURG:	S.S. RHEINELAND	29th Sept.
For HAYRE & HAMBURG:	S.S. SUEVIA	10th Oct.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. FURST BULOW	11th Oct.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BELGIANIA	26th Oct.
For HAYRE, BREMEN & HAMBURG:	S.S. SENEGAMBIA	30th Oct.
For HAYRE & HAMBURG:	S.S. BAYERN	10th Nov.

HAMBURG-AMERIKA-LINIE,
Hongkong Office.

Hongkong, 26th September, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 6th Oct., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.

Triple Screw, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 6th October, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG:

To LONDON	£71.10.0.
To VALPARAISO	Yen 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date, and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

339]

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 27th Sept., 1911, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross Reg.)	LEAVING.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,132	TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

* The S.S. "Canada Maru" will not call at Keelung.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers. Situated amidships. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVING.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WED. DAY, 27th Sept. at 10 A.M.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 1st Oct. at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

112

772-773]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &C.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS		Leave	Connecting Steamers		Due	Due
to		HONGKONG	from COLOMBO to		MARSEILLES	PLYMOUTH
COLOMBO			MARSEILLES & LONDON		(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANTUA	11000	March 2	March 9
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MOLTOA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of S.S. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON-PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

NYANZA	7000	February	7	March	22
NILE	7000	March	6	April	13
NUBIA	6000	April	3	May	17
SUMATRA	5000	April	17	May	31
NAMUR	7000	May	1	June	14
PALAWAN	5000	May	15	June	29
BOERNE	5000	May	29	July	13
SYRIA	7000	June	12	July	27
NORE	7000	June	26	August	10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd " £38.10 " £57.4

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

1036]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATE
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	AKI MARU Capt. K. Homma	7,000	WED. DAY, 11th Oct., at Daylight.
	MISHIMA MARU Capt. A. D. Moore	9,000	WED. DAY, 25th Oct., at Daylight.
	KAGA MARU Capt. M. Hagino	7,000	WED. DAY, 8th Nov., at Daylight.
VICTORIA, B.C., & SEATTLE	SADO MARU Capt. J. Richards	7,000	SATURDAY, 7th Oct., from Kobe
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 10th Oct., at Noon.
	AWA MARU Capt. Izawa	7,000	TUESDAY, 7th Nov., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	5,000	FRIDAY, 29th Sept., at Noon.
	KUMANO MARU Capt. M. Winckler	7,000	FRIDAY, 27th Oct., at Noon.
SHANGHAI, MOJI and KOBE	WAKASA MARU Capt. N. Nielsen	7,000	WED. DAY, 27th September.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winckler	7,000	WED. DAY, 27th Sept. at Noon.
KOBE and YOKOHAMA	KAGA MARU Capt. M. Hagino	7,000	THURSDAY, 28th 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	BOMBAY MARU Capt. J. Teranaka	5,000	TUESDAY, 3rd October.

* Fitted with New System of Wireless Telegraphy. * Carries Desk Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR SERVICE (once in every 13 days)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The First Steamer to sail from Hongkong:—

"JINSEN MARU," Tons 3,782, CAPT. MACHIDA, ON 26TH SEPT.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS

TEPLITZ WATER

NOW IN STOCK

\$18 PER CASE OF 100 PINTS.

FREE DELIVERY TO ANY HOUSE IN HONGKONG AND KOWLOON.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 22nd September, 1911.

GUSTAV FEILER,

NETZSCHKAU i. VGTL,

MANUFACTURER OF

WORSTED GOODS, WOOLLEN
and UNION CASHMERES.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 22nd September, 1911.

HOEHL

Extra
Dry.

Good American.

Obtainable in Small Cases of

12 Pints, at \$19.00 Per Case.

For Orders please Write or Telephone to—

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 22nd September, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN
Route to EUROPE.The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for
1911. Stamps intended for postage purposes may be perforated but not obliterated.The Delhi with the English Mail, left Singapore on Friday, the 22nd inst., at 5.00 p.m., and
may be expected here to-morrow at about 6 a.m. This packet brings the parcel mails closed in
London for despatch by the all sea route on the 23rd August, and for despatch overland on the
29th August.

FOR	PER	DATE
Fort Bayard and Haiphong	St. Kiang	Wednesday, 27th, 8.00 A.M.
Swatow, Amoy and Foochow	Shanghai	Wednesday, 27th, 9.00 A.M.
Pakhoi and Haiphong	Hongkong	Wednesday, 27th, 9.00 A.M.
Holow	Quinta	Wednesday, 27th, 10.00 A.M.
Singapore, Penang and Calcutta	Namsang	Wednesday, 27th, 11.00 A.M.
Sandakan	Chungang	Wednesday, 27th, 11.00 A.M.
Swatow and Shanghai	Hangsang	Wednesday, 27th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Kumano Maru	Wednesday, 27th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 27th, 1.15 P.M.
Swatow and Shanghai	Shanghai	Wednesday, 27th, 3.00 P.M.
Weihaiwei, Chefoo and Tientsin	Kueichow	Wednesday, 27th, 3.00 P.M.
SHANGHAI	Delhi	Wednesday, 27th, 4.00 P.M.

SIBERIAN MAIL TO EUROPE	DATE
Shanghai, Kobe and Yokohama	Wednesday, 27th, 4.00 P.M.
Kobe and Yokohama	Wednesday, 27th, 4.00 P.M.
Holow and Haiphong	Wednesday, 27th, 5.00 P.M.

FOR	PER	DATE
Saigon	Hongkong	Thursday, 28th, 11.00 A.M.
Macao	Sui Tai	Thursday, 28th, 1.15 P.M.
Shanghai	Chinhua	Thursday, 28th, 3.00 P.M.
Amoy and Shanghai	Tyebodas	Thursday, 28th, 4.00 P.M.
Manila (Taking Mails for Cebu and Iloilo)	Nikko Maru	Friday, 29th, 11.00 A.M.
Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Dunedin, Adelaide, Perth, and Fremantle	Haiching	Friday, 29th, Noon
Swatow, Amoy and Foochow	Sui Tai	Friday, 29th, 1.15 P.M.
Macao	Brummar	Friday, 29th, 3.00 P.M.
Manila		

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU, SAN-FRANCISCO	DATE
SIBERIAN MAIL TO EUROPE	Mongolia

FOR	PER	DATE
Singapore, Samang and Sourabaya	Fausang	Saturday, 30th, 10.00 A.M.
Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Aidenham	Saturday, 30th, 10.00 A.M.

FOR	PER	DATE
Europe, &c., India via Taticorin	Assaye	Saturday, 30th, 10.00 A.M.
(Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail)		
(Extra Postage 10 cents.)		
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		
The Parcel Mail will be closed on Friday, the 29th inst., at 5 P.M.		

FOR	PER	DATE
Manila	Yuenang	Saturday, 30th, 1.00 P.M.
Macao	Sui Tai	Saturday, 30th, 1.15 P.M.
Shanghai	Kwongang	Saturday, 30th, 5.00 P.M.
SHANGHAI	Anhui	Saturday, 30th, 6.00 P.M.

SIBERIAN MAIL TO EUROPE	DATE
Swatow, Amoy and Foochow	Haitan
Manila, Cebu and Iloilo	Kaifong

FOR	PER	DATE
Europe, &c., India via Taticorin	Gaichian	Saturday, 30th, 10.00 A.M.
(Late Letters 11.00 A.M. to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

FOR	PER	DATE
Singapore, Penang and Calcutta	Lausang	Friday, 6th, 5.00 P.M.
Swatow, Amoy and Foochow	Mayang	
Manila (Taking Mails for Cebu and Iloilo)	Prine Sigismund	
Yap, Maroun, Friedrich Wilhelmshafen, Rabaul, Herbertshöhe, Matupi, Samarai, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle		

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

September 26th.

On LONDON—	
Telegraphic Transfer	109
Bank Bills, on demand	109
Bank Bills, at 30 days' sight	109
Bank Bills, at 4 months' sight	109
Credits, at 4 months' sight	110
Documentary Bills 4 months' sight	110
On PARIS—	
Bank Bills, on demand	226
Credits, at 4 months' sight	231
On GERMANY—	
On demand	184
On NEW YORK—	
Bank Bills, on demand	43
Credits, at 60 days' sight	44
On BOMBAY—	
Telegraphic Transfer	133
Bank, on demand	134
On CALCUTTA—	
Telegraphic Transfer	133
Bank, on demand	134
On SHANGHAI—	
Bank, at sight	75
Private, 30 days' sight	76
On YOKOHAMA—	
On demand	88
On MANILA—	
On demand	88
On SINGAPORE—	
On demand	76
On BATAVIA—	
On demand	76
On HONGKONG—	
On demand	86
On SAIGON—	
On demand	86
On BANGKOK—	
On demand	86

SOVEREIGNS, Bank's Buying Rate	\$11.65
GOLD LAMP, 100 fine, per tael	\$57.70
BAR SILVER, per oz.	24d.

SUBSIDIARY COINS.

	per cent.
Chinese	20 cents pieces
Chinese	10
Hongkong	20
Hongkong	10

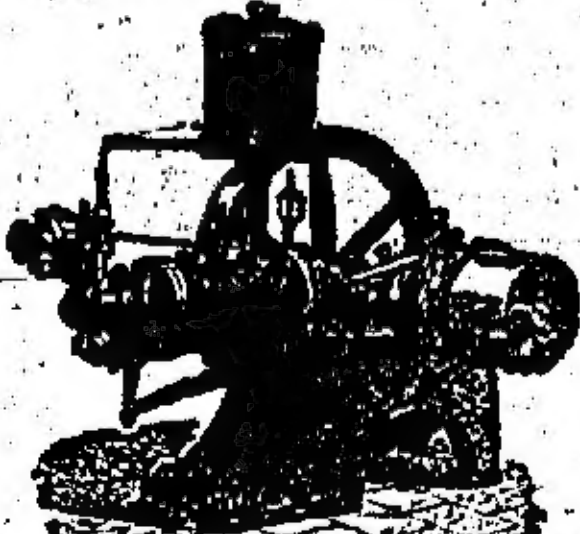
SHARE LIST—QUOTATIONS.

HONGKONG, SEPTEMBER 26th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$863, buyers
China Bank Corporation, Limited	60,000	\$12	all	\$23 10/
China Light and Power Company, Limited	50,000	\$5	all	\$101,
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$1.70 sellers
CORPORATIONS—				
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	\$9
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	Tls. 67.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	\$5, sales
Loon-Kung-Mow & Co. Spinning Co., Ltd.	8,000	Tls. 100	all	Tls. 44.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 60.
Dairy Farm Company, Limited	40,000	\$72	all	Tls. 24.
DOCKERS AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$23, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, buyers
New Amoy Dock Co., Limited	10,000	\$63	all	\$7, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50, buyers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 65
Green Island Cement Co., Limited	400,000	\$16	all	\$4, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$20
Hongkong Electric Co., Limited	60,000	\$10	all	\$213, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$119, buyers
Manila Metropolitan Hotel Limited	15,000	\$10	all	\$72, buyers
Hongkong Ice Company, Limited	50,000	\$10	all	\$11
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$165,
H'kong & South China Steam Fisheries Co., Ltd.	18,000	\$10	all	\$18,
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$215, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$127,
China Traders Insurance Co., Limited	24,000	\$85.33	\$25	\$105,
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350,
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 162
Union Insurance Society, Limited	12,400	\$250	\$100	\$830,
Yongtze Insurance Association, Limited	12,000	\$100	\$60	\$222, @ Ex 75
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$100
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$72
Kowloon Land and Building Co., Ltd.	8,000	\$50	\$30	\$23, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 94
West Point Building Co., Limited	12,500	\$50	all	\$46, buyers
MINE—				
Société Française des Charbonnages de Tonkin	16,000	Fcs. 250	all	\$700,
Reub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3.10,
Peak Tramways Co., Limited	25,000	\$10	all	\$11, sellers
Philippine Co., Limited	50,000	\$10	all	\$1.00, buyers
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$135, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$30, buyers
STEAMSHIP COMPANIES—				
China and India Steamship Co., Ltd.	30,000	\$25	all	\$11, buyers
Donghai Steamship Co., Limited	20,000	\$50	all	\$213, div.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$26, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$60, 1/100
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	\$5 10/
Star Ferry Company, Limited	10,000	\$10	all	74, buyers
South China Morning Post, Limited	10,000	\$10	all	\$27
Steam Laundry Company, Limited	20,000	\$5	all	\$5, buyers
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	12,000	\$10	all	\$12, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4, buyers
Watkins, Limited	10,000	\$10	all	\$23, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$51, sales
Weismann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Anstee's Oriental Agency, Limited	9,900 ordy.	\$10	all	\$4
Union Waterboat Co., Limited	100 shares	\$10	all	\$300,
	60,000	\$10	all	\$7, buyers
RUBBER—				
Para Rubber in London				4 1/2 per lb. firm.
Lease.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
				VERNON & SMYTH, Share-Brokers.

ELECTRIC
LIGHTING PLANTS

FOR COUNTRY HOUSES, &c.



"PETER'S" Oil Engines are the most simple

and reliable, and the "WITTON" Dynamos are either belt driven or direct coupled, as preferred. Several sets already installed and at work.

Outfits of both types in stock at—

WILLIAM C.
JACK & CO., LTD.

14, DES VEAUX ROAD, CENTRAL.

ELECTRIC

PUMPS

FOR

HIGH

BUILDINGS.

THE CIGARETTES OF DISTINCTION

Bouton Rouge
and FeluccaA LUXURY TO
THE MAN
OF TASTE

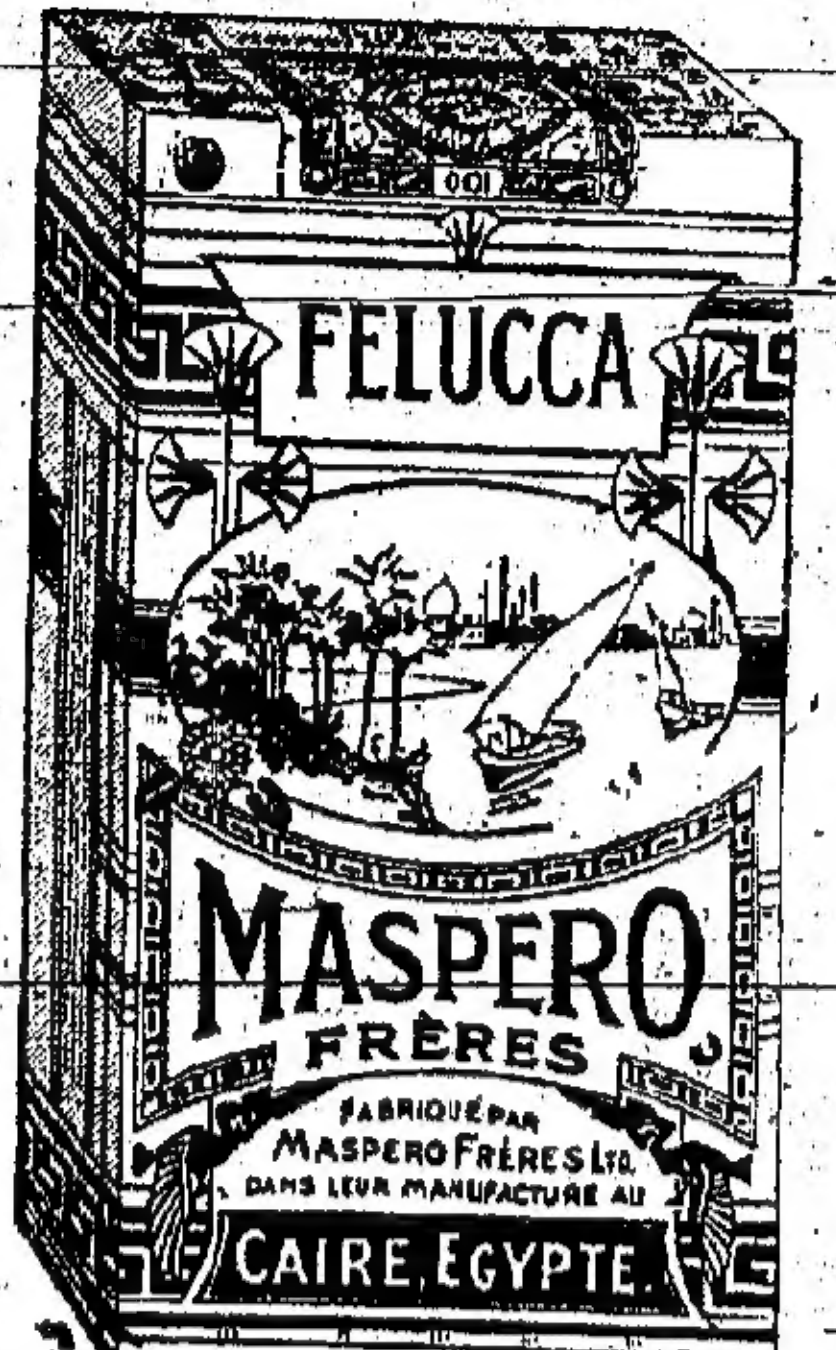
IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.

THE NESTLÉ & ANGLO-SWISS
CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

STERILIZED
NATURAL MILK.A trial of which will satisfy you of its
EXCELLENCE.

PRICE:

20 Cents Per Tin.
\$2.30 Per Doz. Tins.
\$9.00 Per Case of 4 Doz. Tins.

ON SALE AT—

LANE, CRAWFORD & Co.
Kwan Yee, Queen's Road Central.
CHEONG YEE, Queen's Road Central.
MAN TUNG, Queen's Road East.
MAN HING LUNG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Cause Road.A VERY
LIGHT STOUT.CONTAINING ALL THE
NOURISHING PROPERTIES
OF
HEAVY STOUTS.

SOLE AGENTS:

H. PRICE & CO.,
LTD.WINE MERCHANTS,
12, QUEEN'S ROAD, CENTRAL.
388

FORTHCOMING EVENTS.

Thursday, 28th Sept.—Annual General Meeting of Kowloon Cricket Club in the Club Pavilion, 5.15 P.M.

Friday, 29th Sept.—Annual General Meeting of Hongkong Cricket Club, at Pavilion, 6 P.M.

Saturday, 30th Sept.—Fifth Meeting of the Season of Hongkong Gymkhana Club will be held at Happy Valley, 3.30 P.M.

Saturday, 30th Sept.—Special Sale of Work in aid of the Orphans and the Home for the Destitute at the Italian Convent, 10 A.M.

Saturday, 30th Sept.—Boxing at the City Hall 9 P.M.

Saturday, 7th Oct.—Half-Yearly Meeting of Hongkong Jockey Club, Noon.

Saturday, 7th Oct.—Fifteenth Ordinary Yearly Meeting of The Dairy Farm Co., Ltd., 12.30 P.M.

Tuesday, 10th Oct.—Extraordinary General Meeting of the Douglas Steamship Co., Ltd., Noon.

ON SALE.

FOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1911. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 2nd August, 1911

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 103, Des Vaux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street E.C.

報新外中港香

CHUNG NGOI SAN PO

(Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still immeasurably the best

Advertising medium among the

Native Community.

Established for over FIFTY YEARS

Circulates largely throughout Southern China

Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 103, Des Vaux Road Central, Hongkong 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on

Sale daily at the following Stores—

KOWLOON BOOK STALL, Ferry Wharf

Messrs. HUNG CHEONG, Haiphong Road